

Rollin'

Newsletter of Silver Wheels Cycling Club, Inc.

May, 2011

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Editor's Column

L. Best

So...there I was minding my own business as usual when all of a sudden she says, "How 'bout doing some spring cleaning? You'll need to move some stuff, too."

I said, "You're right. Those bikes are really grungy after riding in the rain for the last couple of months. My tool box, repair stand, and a bunch of other stuff are still in the basement. I'll move that stuff out to the man cave (aka the garage), then get busy on those bikes."

Oddly enough that's not exactly what she had in mind. After a few hours of cleaning the house, moving furniture, taking down storm windows, putting in screens, and cleaning closets I needed a break. I sat down and read for a while, then went upstairs and played my sax for an hour or so. I was thinking that I was ready to get to those bikes when she said, "Don't forget we're going to the movies this afternoon."

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Our 2011 Season is off to a cold and wet start

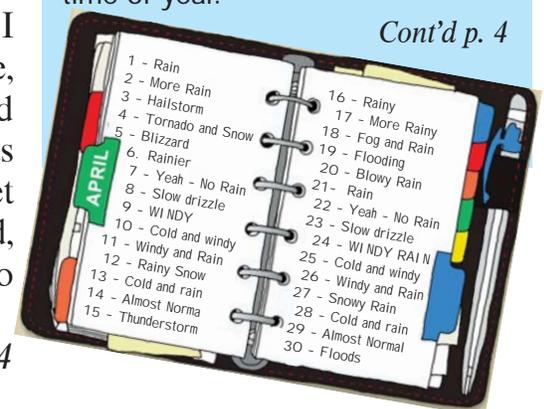
E. Stewart

Don't bother looking out side. It's raining. Or hailing. Or blowing too hard to keep your bike upright.

By this time of year – here it is late April/early May – most of us would have had plenty of miles under our saddles and our legs and wind starting to get back to where they were last season. This year so far we have had so much inclemency, it has been difficult to get out even once a week. Those who work during the day have had it especially hard because the weekends have been mercilessly wet and cold, too.

Even Mikki Sobczak, our Mileage Minder, has gone off and found more jobs to occupy her time since she has had so little to do in keeping up with mileage postings. This has to be a record low for the club in total amassed miles for this time of year.

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WELCOME NEW MEMBERS

Eva Weber, Membership Chair

Wow! We have 35 new members who have joined to club since January 1st. Several are "quasi-new" members who have rejoined the club after a year or more absence from our roster. Check them off ... how many have you met on a ride or at a club meeting thus far? If your answer is "none" ... get out there and ride and meet some of these folks. We're 220 members strong as of April 10th.

- Tia & Tom Andrako, North Olmsted
- Rich & Janine Exner, and children Dillon & Owen, North Olmsted
- Sheree Ferrato, Avon
- Patrice Fortin, Avon Lake
- Gary Goodman, Elyria
- Sally Harding, Lodi
- Brian Hickey & Elizabeth Zeglen, Elyria
- Sharon Koepf, Elyria
- Kim Kurkowski, Lorain
- Trish & Steve Lazar, and sons Luke & Aaron, Wellington
- Ray & Ralene Linneman, Avon Lake
- Dan & Tina Maddock, Elyria
- Peter & Nancy Mahoney, Avon Lake
- Shirley Marcum, Elyria
- Jose' Morell, Lorain
- Carl Panek, North Olmsted
- Allen Shealy, North Ridgeville
- Jennifer Smith & David Weber, and children Danni Smith, Joshua Weber, Elyria
- Wilfred Velez, Lorain
- Barb Wiley, Amherst
- Marianela Zytkowski, North Olmsted

MEMBERSHIP STATS

Would you have guessed ?...

- 55 % of our membership is male
- 24 % of our members live in Cuyahoga County
- 67% of our members live in Lorain County
- 9% of our members live in other counties (Huron, Erie, Medina)
- 60 is the average age of members who provided their age

DO YOU KNOW.....

- Of 220 members, how many bikes do they own?
- How many members are under the age of 18?
- How many members are over the age of 80?
- Which member lives the farthest from Oberlin?

HOW HAVE YOU BEEN DEALING WITH THE RAIN?



Wow! May is a very active month Here are some upcoming events.

Please check the calendar for times, places and other events.

| | |
|---|--|
| Monday, 5/2 Wednesday 5/4 Tuesday, 5/10 Thursday, 5/12 | Bike Ed Classes taught by Ed Stewart Oberlin Depot |
| Thursday, 5/6 | Board Meeting, Gander Mtn, Sheffield |
| Saturday, 5/14 | Hardin County Buggy Ride, Kenton, OH Birthday Ride, Matus Winery |
| Sunday, May 15 | Ice Cream Sunday, All-Star Ride LaGrange Comm. Park |
| Tuesday, 5/17 Wednesday 5/18 Thursday 5/19 | Spring Get Away rides Clyde - Marblehead - Kelley's Island |
| Thursday 5/19 | Club Meeting-- guest speaker. Karen Havran will be discussing massage therapy, pre and post ride massages |
| Thursday 5/27 Through Monday 5/30 | Woosley's Spring Forward Tour |
| Saturday 5/28 | Century-JJJ by the Lorain Wheelmen |
| Saturday, June 4 | Depot Day 4 X 25 All-Star Ride |

There are many, many more rides and events on the ride calendar and many more being added daily. Check it all out at www.silverwheelscycling.com

Historian's Heckles

by Joel Edmonds

Cycling drug use, past and present

Past: Henri Pélissier, Francis Pélissier, Charles Pélissier of France. In 1924, following their performance at the Tour de France, were the subject of the first real drug scandal when the Pélissier brothers gave an extraordinary interview to journalist Albert Londres. They said that they used Strychnine, cocaine, chloroform, aspirin, "horse ointment" and others drugs to keep going.

Present: Many Silver Wheels Members admit to taking 2 Advil just to get out of bed each morning

Hiccups from the Historian:

What do the following have in common: a derailleur gear, an aluminum frame, the freewheel, disc wheels, anatomical saddles, clipless pedals, suspension, folding bikes? **Answer: they were all ideas that originated in the late 1800s.**

What do the following have in common: a derailleur gear, an aluminum frame, the freewheel, disc wheels, anatomical saddles, clipless pedals, suspension, folding bikes? **Answer: they were all either broken, poorly maintained, misaligned, or improperly installed, by a Silver Wheels member**



Editor... from p. 1

Sigh! I'm scheduled to teach a "Care and Feeding" class soon that mostly involves detailing your bike, and my bikes are sitting in the garage so filthy you can hardly tell what color they are. Okay, next weekend for sure.

I wrote a column about riding in the rain for this issue. March and April haven't exactly been desert like. It's cold and raining as I type this and I'm thinking if you don't ride in fowl weather in Northern Ohio you might never ride.

The calendar is filling up. If you go back to the winter months there's hardly anything posted there. Now there are rides almost daily for all levels of abilities and tastes. I'm entering my 49th season of adult riding although it doesn't seem nearly that long. I've belonged to a lot of clubs during that time. It's great to be in a club like SWCC that has so much variety. Many clubs have only two levels, A and B. No other clubs I've ever belonged to have so many rides for so many ability levels, starting from so many different locations, going to so many destinations. Our special rides like the Amish Buggy Tour, the Dog Days Ride, to name just a couple, are always well attended and draw many positive comments! We're so lucky to have such variety, so many genuinely nice people, and such a feeling of belonging and comradeship. This is really a wonderful club to which to belong.

Make sure you read Dr. Mirkin's piece on Aging and Performance. Dr. Mirkin, M.D. has been an avid cyclist for years and writes columns related to sports and athletics.

Wet Season... from p.1

In spite of the weather, our roster keeps growing and rides continue to be listed on the Ride Calendar. Thirty-five new members already since we published the directory – wow. And look at the rides we have coming up in May – something for everyone. Then once our weather stabilizes – it will, you know – we will have even more rides everyday.

Silver Wheels is a pretty special organization – it's not the same as other bike clubs. We are blessed with a large group of leaders – our board, committee members and ride leaders – whose dedication makes for a very positive experience for us all.

With the coming of summer also comes our bigger events. July will be an especially busy month with many touring up in Michigan for a long weekend. Then comes our only fundraiser – the 5th Annual Dog Days Wine Tour. For that event we are going to need everyone's help this year. There will be lots of jobs, big and small. So be ready to say YES! When a committee asks you for your help.

Try to stay dry and keep the wind to your back. It will get better.... Won't it?

A Healthy Club by Joe Etzler, Past President

I'm not sure what constitutes a healthy club besides healthy members. I do know that we have:

- Eager and energetic riders of all types and sizes**
- Friendly and caring members**
- Excellent local routes on which to ride.**
- Some interesting trips and theme rides planned for this year**
- A great number of dedicated officers and volunteers**
- Enough money in the pot for our needs**
- Off seasons diversions in the form of skiing, hiking, spinning and kayaking**
- Short meetings – sometimes**
- Outstanding special events and banquet**
- A good selection of local bike shops**
- A popular invitational ride**

If you disagree or find room for improvement, please contact one of our volunteers that are listed in our roster handbook or on the bottom of our clubs home page on our WEB site.

Getting Slower Every Year?

Excerpted from the column of
Dr. Gabe Mirkin
www.DrMirkin.com

Aging saps you of muscle strength by causing you to lose muscle fibers. All muscles are made up of thousands of individual muscle fibers. For example, the vastus medialis muscle of a 20-year-old contains about 800,000 fibers, while that of a 69-year-old contains only about 200,000.

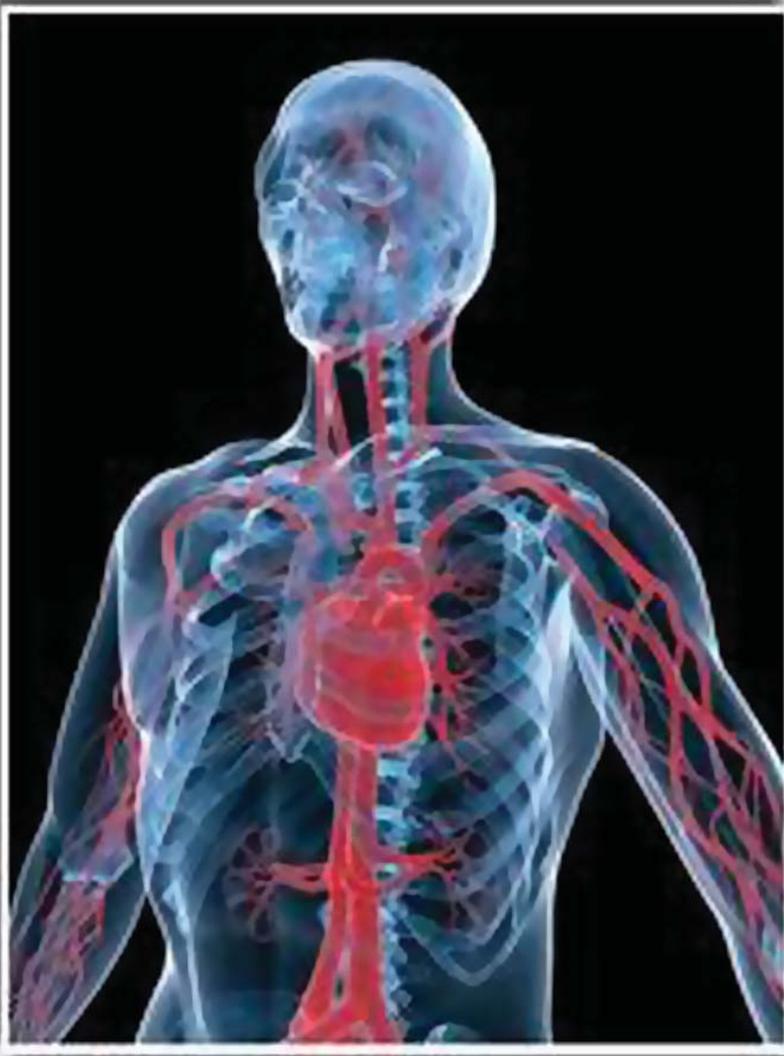
The limiting factor in how fast you can run, ski, cycle, skate or swim is the time it takes to bring oxygen into your muscles. That is limited by how much oxygen-filled blood your heart can pump into your muscles. The faster your heart can beat the more oxygen-filled blood it can pump to your muscles and the longer and faster you can exercise.

As you age, your heart cannot beat as fast as it did when you were younger. Your maximum heart rate slows dramatically. For people who are not highly fit, the fastest your heart can beat is estimated as 220 beats per minute minus your age. However, highly fit older people can have maximum heart rates that are much higher than those of unfit younger people.

Your maximum heart rate is determined by the strength of your skeletal muscles, not by the strength of your heart. When your leg muscles contract, they squeeze veins near them to push blood toward your heart. When your leg muscles relax, the veins fill with blood. So your leg muscles pump increased amounts of blood toward your heart. This increased blood fills the heart and causes your heart to be faster and with more force. This is called the Bainbridge reflex. The stronger your legs are, the more blood they can pump, which causes your heart to beat faster.

Intense training that strengthens leg muscles can increase maximum heart rate so you will still be able to compete against younger athletes. Although your training will make you faster than less-fit individuals, you are still losing muscle fibers and will not be able to move as fast as you did when you were younger.

[Dr. Mirkin's website provides a free weekly newsletter with articles, newsbreaks, and even healthy recipes. He is an "older" cyclist himself and most of his articles are very relevant to the senior athlete. We have used many of his articles in the past and will continue to do so in **Rollin'** with his permission.]



A Few Tips For Foul Weather Riding

by Larry Best

Hey, what a great spring we've been having, no? Well, I'm sure it's nice somewhere, just not anywhere near Northern Ohio. It seems like it has been gray, windy, and raining for the proverbial 40 days and 40 nights. Well...it's Ohio and all year long, but especially this time of the year, if you're out riding you might encounter precipitation. I know that's big news to you. If you get caught in it or want to prepare for it, here are some tips that might help you out.

1. Getting wet is a concern for many riders. Personally I don't mind being wet, and I don't mind being cold. But cold AND wet are no fun at all. Some of the new poly fleece fibers are very good at keeping you warm when you're wet. I think wool is the best. You can be completely soaked in cold weather and wool will still retain your body heat.

2. Rain gear is important for many riders. I see lots of people in rain jackets, pants, head covers, etc. Here's my personal take on it. Pedaling a bike is hard work even if you're going slowly. You're going to sweat and there's just no getting around that fact. Rain suits are pretty effective at keeping the rain out. Unfortunately they are also effective at keeping the moisture (sweat) in. Even wonder fabrics like Gortex don't come close to letting water vapor escape at the rate that's needed to stay dry when riding. So...I don't have any rain gear. None. When riding in precipitation I figure I'm going to get wet one way or another, either from the inside or the outside. Since rain gear is costly I've elected to get wet from the outside. As always, your mileage may vary.

3. Getting your feet wet seems to bother a lot of riders. Here's a cure:

Buy a pair of rubber overshoes to fit over your cycling shoes. Cut holes in the bottoms for your cleats & you're all set. They fold or roll up into a very small package & are easily carried with you. K Mart, Target, Dallas Shoes, etc will have them for just a few bucks. They'll last for years.

Cont'd p. 7



Foul Weather ... from p. 6

4 If your shoes get wet you could always stuff them with newspapers or paper towels, but I've found that I have to change the paper quite often. If you don't change the paper on a very regular basis you'll have wet shoes the next morning. Ewww! You can buy electric boot dryers that fit inside your shoes. They're kind of like hair dryers and continually blow warm air into your shoes. They're pretty expensive. What I do whether at home or on a tour is remove the insoles, toss them along with the shoes in the dryer, put it on low heat & turn it on. There'll be a lot of banging & clanging depending on how much stuff is in the dryer with them, but they'll come out nice & dry with no damage even if they're genuine leather. If you're on a tour just find the nearest Laundromat.



5. Braking distances are greatly extended when it's wet. It might take twice the usual distance or longer, depending on your speed, to stop. Give yourself plenty of room to stop. As you're approaching a stop whether anticipated or not, squeeze your brake levers for a second or two, release and squeeze them again. The first squeeze wipes most of the water off the rim so the second squeeze will have more braking power.

6. Tires don't matter. Letting a little air out will help. It increases the contact patch between the tire and the road, and will give a little more traction. The ideal tires for road riding in the wet or dry are slicks. They have no tread, they're just smooth. Tires with tread patterns are good for mud and dirt, but not pavement whether it's wet or dry. Car tires have treads so they won't hydroplane when it's wet, or to gain traction in the snow. Bicycle tires are so narrow that on rain slicked roads you have to be going between 80 and 90 mph to get them to hydroplane. Treads won't help with accelerating, stopping or cornering on either dry or wet pavement. So why are they made then? Beats me. My guess is for appearance only. People are used to seeing them on car tires so maybe they feel more secure if their bike tires have them too.

7. Crosswalks and other pavement lines are almost always made from plastic. Riding over them in the rain is like hitting a patch of ice. Use extreme caution if you're braking or turning and have to ride across them. I avoid them even in dry weather.

8. Visibility is decreased when raining so make sure you wear light / bright colored clothes. Having a good rear flashing light wouldn't hurt either. You can get one of those blindingly bright vests the highway workers wear for less than \$20.

9. When it first starts to rain is when the streets are most treacherous. Motor vehicles produce an oily residue on the pavement. If it's been dry for a few days when the rain starts the oil is washed off the streets and flows like a...well...like an oil slick. After about 30 minutes most of it is gone and there's much better traction available.

10. I won't voluntarily ride in the rain. If it's raining when the ride starts I won't go. If I'm on a ride in somewhere between Nowhere and Who Knows Where and it starts to rain, there's not much I can do about it except smile. Face it, if it happens to you it'll give you "bragging rights."



DUH!

A Tale of Two Buzzards

Ed Stewart



"When will you be back? What route will you be taking?" The same two questions my wife always asks when I head out on the bike, as though she fully expects to be searching for me someday, only to find my body strewn out on the roadside in a crumple of bones and flesh that only she would find or recognize.

I never can answer her straightly because I never know for sure so I usually give her something palatable like, "The usual route, old 20 going out and maybe the bike trail coming back. I'm going to the post office first then to Webers to deliver any new memberships we get." This placates her feigned concern.

"About three hours, if the saddle is okay, a lot sooner if it's not." This is my first bike ride since the surgeries: colonoscopy, hemorrhoids, then eyelids. Four weeks or more since my last bike ride, which can be a long, long time for me in the spring, even though the weather has been yucky of late. The forecast for today was a lot different – in the 70s at least and no chance of rain. Hurray! I could have gone with others from our club but still was concerned about being able to sit on the saddle for any length of time and hate to be one to turn back on a group ride.

After the initial set up of the bike with air in the tires, water in the bottle, and me pushing the bike past the car so I can mount it, I'm off. Gingerly at first, still suspect about my rear end's ability to withstand the pressure of all my weight on two little points in my butt. After a few strokes it all seems to be okay. I had been nursing a knee that did not recently like stair-climbing and I was concerned that it might not like pedal-pushing either. I knew, too, that even if it does act up at first, often it will accept its job of holding my lower leg in place while I abuse my thighs with repetitious strokes of up and down. By the end of the first quarter mile that concern left, too.

I noticed my heart rate was breaking some sort of speed record, which I readily ignored since this was the first ride in a long while. Nothing new there, same as with my breath coming in halted stabs. By the end of the first mile or two these body parts settled down into a familiar rhythm and routine and I was eagerly dodging potholes on Gulf Road.

The post office parking lot is empty – not unusual for Sunday morning – and so is our box inside. No new mail for Eva Weber, our club Membership Chairperson. I pick up the new member applications and get them to her a few times a week. We already had eight new members join this week so I was glad to get the new stuff to her. Eight new members in a week is good.

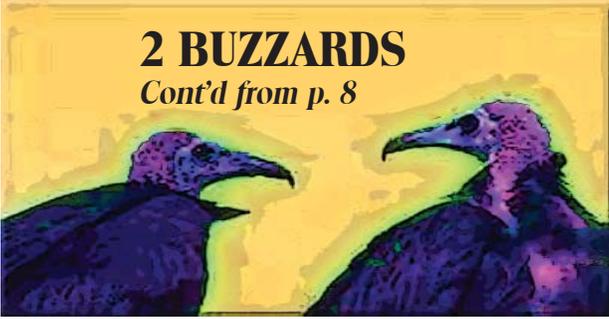
Sunday morning in Elyria typically has very light traffic and today was no exception. Good thing because the edges of the road were badly worn and rutted from a rough winter. I had many new potholes to memorize on my route. Downtown was equally calm; the church people were still in mass at St. Mary's. One older couple had just snuck out early and hobbled across the road to their prime parking spot.

In the south part of Elyria, I angle off Middle Avenue onto what used to be Route 20 but is now just Oberlin-Elyria Road. From the light at West Avenue I have no more interruptions, no more stops anyway, until I get to Rt. 511 in Oberlin. A nice stretch with wide shoulders and low traffic at any time. My favorite route to Oberlin. The route quickly goes from urban to rural just outside of town. As I ride past

Cont'd p. 9

2 BUZZARDS

Cont'd from p. 8



the Brass Rail I always check to see how many cars are there. It's amazing how many people find it necessary to visit a dance club (putting it nicely) on Sunday morning. Someday I'll stop in to see what it's all about. Not today, though. Might be a fun road trip for a club ride sometime though... Or not.

Another couple of miles and I'm fully into country with farmland and the heavy implement company on the corner. Just south of there I pass a field and see a buzzard standing guard over a fresh carcass... large deer it looks like. A quick peck down into the flesh, drawing up some morsel, stretching the fur or tendon. He stops and watches me watching him. I wonder why there is only one buzzard. I wonder what he wonders about me. What must a buzzard think of a passing thing in bright neon yellow and black scooting by on a wheeled thing? Obviously I'm no competitor for his meal since I ride on. But he does not stop watching until I'm well past.

I remember then that in college my fraternity brothers used the nickname "buzzard" and "buzz" for me. They always said it had something to do with my dancing style, which I accepted but never totally believed. Twenty-somethings can be as cruel in nicknaming as high schoolers – I know because I laid a few on some of them too. Best we don't go into that right now.

Oberlin-Elyria Road abuts onto Rt. 511 just past the recycling center. I chose to continue on with the same road, which becomes Hamilton Road after it turns west. Once turned, I realize why my progress had

so slow – the wind was a steady 15 to 20 mph out of the south. I forgave myself of the heavy breathing.

At the side of the road was an obese tiger cat. Dead, but it looked as though it had just quit on life and laid down to take a nap. But dead anyway. Soon enough my nicknamesake or his buddies would discover this tasty bit of fur and fat and dine royally. I passed a young girl playing solo basketball in her drive and wonder if the cat was her pet.

I finally get to the Weber's condo and they are not home of course. They are church people I think. They always seem like nice church people. I leave the mail in their little basket on the miniature bike they have at their doorway, tempted to leave the mark of a kiss on their pretend Blarney Stone, but chose to not do that. Would be a good gag though.

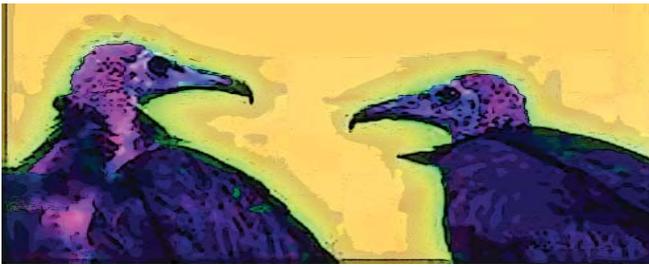
Leaving the Weber's meant heading back north. I discovered a wonderful tailwind and was able to scoot along at almost double the speed I ridden down. Since I had had little sustenance before leaving I knew I would need some energy for the return so I rode uptown to McDonald's. Also I knew I would need to remove the heavier undershirt since the temperature seemed to have climbed to around 70 already. I ordered my favorite McD's ride food: Apple Dipper and a Yogurt Parfait.

These two items are probably the best on a McD's menu (when you want no fat). I admit I will often succumb to other menu items but don't tell. Egad, just the day before our club had eaten at Subway and I snarfed down a 12" steak and cheese WITH bacon. And felt no guilt whatsoever. So today I ate lightly. It's all about balance, right?

While enjoying my small repast, I noticed some bikers in the parking lot next door and thought I recognized them. After finishing my meal I rode over and sure enough it was Dennis German, Ed Rowe and a woman new to me. Dennis introduced her as Shirley and they were working to get her helmet fitted properly. I helped too and soon enough it was better.

Those two were friends and he was helping her get started in cycling. Shirley said she was interested in the club and the bike ed program so we became friends immediately.

Cont'd P. 10



2 Buzzards... from p. 9

Ed Rowe went his way, Denny and Shirley went theirs and I headed for back home. It was a much quicker trip with the nice tailwind. I don't often get to ride at 20+ mph but will gladly take it when I can. When I got to the field where I had seen the buzzard, he was still there, alone. We watched each other watching the other again and again I had to wonder what he wondered about. That didn't last too long though, buzzards can be pretty boring. Once you get past the dead, rotted meat there's not much to wonder about. Hopefully this buzzard has more.

Rural returned to urban and the potholes again. Still, I love this route. I have a hard time saying why. Maybe it is because I have traveled it hundreds of times and so much of it is so familiar, yet changes too.

Further into town I see a young girl riding her bike on the sidewalk. She's about 7 or 8. She's looks at me and nods, the way the dudes do in the 'hood. I wave back. How cool is that?

A couple of good downhills on Gulf Road along with the tailwind and I fly along at 25 – 28 mph. Almost keeping up with traffic, my thighs burning with the effort.

Finally I turn onto my street, sweating for the first time this year, my face on fire, my legs ready to stop. Only 28 miles in 2 hours and 45 minutes with a handful of stops. I'll take it. It can only get better.

Once inside my wife reminds me of the inevitable; of the two things you can count on, taxes and death, tonight we are doing our taxes.

Death can wait.

How to save some money on “Gatorade” type drinks

The basic ingredients for the “power drinks” include some carbohydrates, usually in the form of sucrose or regular sugar, some sodium, available in table salt, some potassium, available in some fruit juices or in salt substitute (potassium chloride). Caffeine has been shown to helpful to keep an energy level going while riding, available from coffee or tea. Here are some home brews that may work well for you.

Power Drink Recipe # 1

- 1 1/4 cups sugar
 - 1 1/2 tsp. Morton Lite salt (less sodium but added potassium)
 - 2 pkgs. unsweetened Kool-Aid (any flavor)
- [Mix with 1 gal. of water or use 4 tbs. of dry mix in a 24 oz. water bottle]

Power Drink Recipe #2

- 2 tea bags
- 6 t sugar
- 1/4 t salt
- 2 oz. lemon juice
- 30 oz. Boiling water



Power Drink Recipe #3

- 5/8 C sugar
- 1/2 t salt
- 1/2 t salt substitute
- 1 pkg unsweetened Kool-Aid
- Water to make 2 liters

Power Drink Recipe #4

- 2 tea bags
- 1/4 t salt
- 1/4 t salt substitute
- 1 pkg sweetened Kool-Aid
- 30 oz. Boiling water